



February 7, 2017

Representative Ken Helm, Chair
House Energy and Environment Committee
Oregon State Capitol
Salem, OR 97301

RE: House Bills 2704, 2510 and 2511

Chair Helm and Members of the Committee,

We write in strong support of HB 2704 and the other EV measures before you today. Climate Solutions is a regional non-profit working to accelerate practical and profitable solutions to global warming. HB 2704 provides tax incentives to purchase zero emission cars and buses. The benefits to Oregon from electric vehicles are significant, including reduced pollution and keeping more of the dollars we spend on transportation close to home.

A study by Drive Oregon released in 2015 showed the positive impact that increased reliance on electric vehicles has on our economy.¹ The 5,000 electric vehicles on the road in Oregon at the time of the 2015 study contributed an estimated \$10 million annually to the state economy, and generated over \$675,000 in state and local tax revenue. Now that electric vehicles and plug-in hybrid vehicles in the state total more than 12,000, those economic benefits have undoubtedly increased tremendously as well. An average Oregon family can save hundreds of dollars per month driving an electric vehicle. Further, if 15% of new car buyers in the state chose electric, those car purchases would contribute between \$113-\$182 million annually to Oregon's economy.

Oregon has committed to science-based greenhouse gas reduction goals, to cut pollution 75% below 1990 levels by 2050.² While a wide variety of state and local policies brought us closer toward achieving these goals – most recently the Oregon Clean Electricity and Coal Transition Plan (SB 1547) and Clean Fuels Program – the most significant remaining barrier to reaching these targets is rising transportation emissions. The Oregon Global Warming Commission's recent report to the legislature highlighted that the use of gasoline and diesel are responsible for **60% of the state's increased climate emissions** from 2014 to 2015.³ Protecting our health

¹ <http://driveoregon.org/wp-content/uploads/2015/02/Oregon-EV>Returns.pdf>

² Oregon Revised Statutes § 468A.205

³ Oregon Global Warming Commission, Biennial Report to the Legislature 2017, <https://olis.leg.state.or.us/liz/2017R1/Downloads/CommitteeMeetingDocument/95809>

and environment by meeting Oregon's greenhouse goals will require dramatic acceleration of the transition to electric vehicles, including most new car sales by 2050 and electrified transit.

Despite having one of the best charging networks in the country, Oregon currently has no state incentive to buy electric vehicles (unlike Washington and California).⁴ A rebate to help people lease or buy an electric vehicle is one the most effective ways to accelerate the large-scale shift needed in our transportation sector.

Additionally, the rebate for electric transit buses could prove to be a game-changer in reducing diesel pollution that currently affects communities along bus routes and our climate. The high upfront cost of procuring electric buses is a key barrier to many local transit authorities who would otherwise benefit from the fuel and maintenance savings of transitioning their diesel fleets to clean, efficient electric buses. Lane County Transit District in Eugene found that each electric bus that they add to their fleet **will reduce lifetime fuel and maintenance costs by nearly \$500,000 per bus** and save 80-100 tons of carbon emissions annually.⁵

HB 2704 is one policy that can move Oregon closer to our pollution reduction goals, improving our health, climate and economy. We urge you to pass the bill.

We also support HB 2510 and HB 2511 as enabling Oregonians who live in apartments or work in leased office buildings and want the right to install and charge their electric vehicles. Increasing access to charging by leveling the playing field for these residential and commercial renters in negotiations with their landlords will help broaden the opportunity for more residents in our state to own clean and affordable electric vehicles.

Thank you for your consideration of these comments and we urge you to pass this legislation.

Sincerely,

Meredith Connolly
Oregon Policy Manager



⁴ <http://www.plugshare.com/>

⁵ Lane County Transit District internal estimates, 2016.